



1625 SHATTUCK AVENUE  
SUITE 300  
BERKELEY, CA 94709  
TEL: 510 848 3815  
FAX: 510 848 4315  
www.dceplanning.com

## MEMORANDUM

DATE July 28, 2008

TO Tim Chan, San Francisco Bay Area Rapid Transit

FROM Bruce Brubaker, Design, Community & Environment

RE **Bay Fair BART Station Area Improvement Plan: Community Workshop #1**

This memorandum summarizes the July 15, 2008 Bay Fair BART Station Area Improvement Plan Community Workshop #1. The meeting was facilitated by BART and consultants Design, Community & Environment, and Justice and Security Strategies. Approximately 30 members of the community attended the meeting. In addition, there were a number of representatives from the following agencies and businesses:

- ◆ AC Transit Security
- ◆ Alameda County - Board of Supervisors District 3, Sheriff's Office and Community Development Agency
- ◆ City of San Leandro - Planning, Engineering and Business Development
- ◆ Madison Marquette/Bayfair Center
- ◆ BART – Board of Directors, Planning, Property Development, Government Affairs and Police
- ◆ Target Security

### *A. Open House*

The meeting began with an open house which allowed community members the chance to sign in, ask questions, identify areas within the study area where they live and shop, and to visit several "information stations" regarding safety and security. The stations provided information on Crime Prevention through Environmental Design, Bayfair Center community programs, Target security initiatives and BART.

### *B. Presentation*

After welcoming remarks by Alameda County Supervisor Alice Lai-Bitker, BART Director Bob Franklin and San Leandro City Planner Sally Barros, Tim Chan and the Design Team gave a PowerPoint presentation introducing the community members to the project and how it relates to the previous Bay Fair BART Transit-

Oriented Development and Access Plan. The community members were given a brief introduction to the principles of Crime Prevention through Environmental Design (CPTED). The presentation also included an overview of recent crime statistics from the vicinity and a summary of responses to a community survey. Finally, the community members were introduced to some possible improvements, which could be implemented within the study area to address safety and crime issues.

*C. Small Group Working Session*

After the presentation, the community members broke up into smaller groups, where they used table maps to identify and locate safety and security problems. Once each group had identified these locations, they were then asked to think about potential physical improvements for these areas. The groups were encouraged to think about the types of improvements that were mentioned during the presentation and given “game pieces” of improvements such as lighting, signage, walkways, etc to glue on the map. The groups were then asked to brainstorm and discuss non-physical improvements, such as maintenance and neighborhood watches, that they thought might help improve the area. Finally, the groups were asked to prioritize what they felt were the three most important issues/ideas to be addressed in the station area. All of the ideas were recorded on the map and in notes.

*D. Large Group Summary*

The small groups were asked to share their table map and ideas with the larger group. A spokesperson from each group gave a brief summary of each table's discussion and their top three priorities. Major themes that arose out of the small group exercise were ADA accessibility and the need for clear pedestrian pathways; however, a number of different issues and ideas were raised amongst the four groups. A brief summary of each of the group's top priorities is listed below:

**Group #1**

- The Coehlo Street and Mooney Avenue intersection needs pedestrian improvements including lights, signage, walkways and crosswalks.
- The entrance to the BART station is dirty and unappealing; it needs pedestrian amenities, visibility and improved maintenance and upkeep.
- The Thornally Drive underpass is inaccessible for pedestrians or bicyclists and should be improved to provide pedestrian and bicycle amenities.

**Group #2**

- The BART station needs to be upgraded to meet ADA requirements.
- The AC Transit bus shelter needs safety and accessibility improvements.
- The BART parking lots need more security improvements such as lights, emergency phones and clear pedestrian walkways.

**Group #3 & 4**

- The landscaping to the south of BART along Colby Street needs to be changed to be visible and well maintained. Access from Colby Street to the BART station needs to be improved.
- Clear and safe pedestrian walkways should be provide throughout the BART and Bayfair Center Parking lots along paths that people want to walk.
- The BART station entrance needs to be improved to make it safer for pedestrians and reduce the amount of loitering.

**Group #5**

- Colby Street south of the BART station needs traffic calming. The BART parking lots need landscaping maintenance, clear and safe pedestrian walkways and better entrances.
- The BART station itself needs accessibility improvements to the tunnel, elevator, escalator and disabled parking.
- There needs to be a complete and clear pedestrian walkway from the pedestrian bridge to the Coelho Street and Mooney Avenue Intersection and on towards the theatres.

***E. Wrap Up & Next Steps***

Everyone was thanked for a lively and productive workshop. Tim Chan introduced BART community liaison June Garrett who informed the public to call her at (510) 464-625 for ongoing maintenance or security issues relative to train noise, landscaping, trash and graffiti. The next steps for the project are to take the information gathered and develop solutions to address the identified access and security issues. Alternative solutions will be developed by the design team, working closely with BART and the Policy Advisory and Technical Advisory committees, and will be presented for community review at the second community workshop this fall.